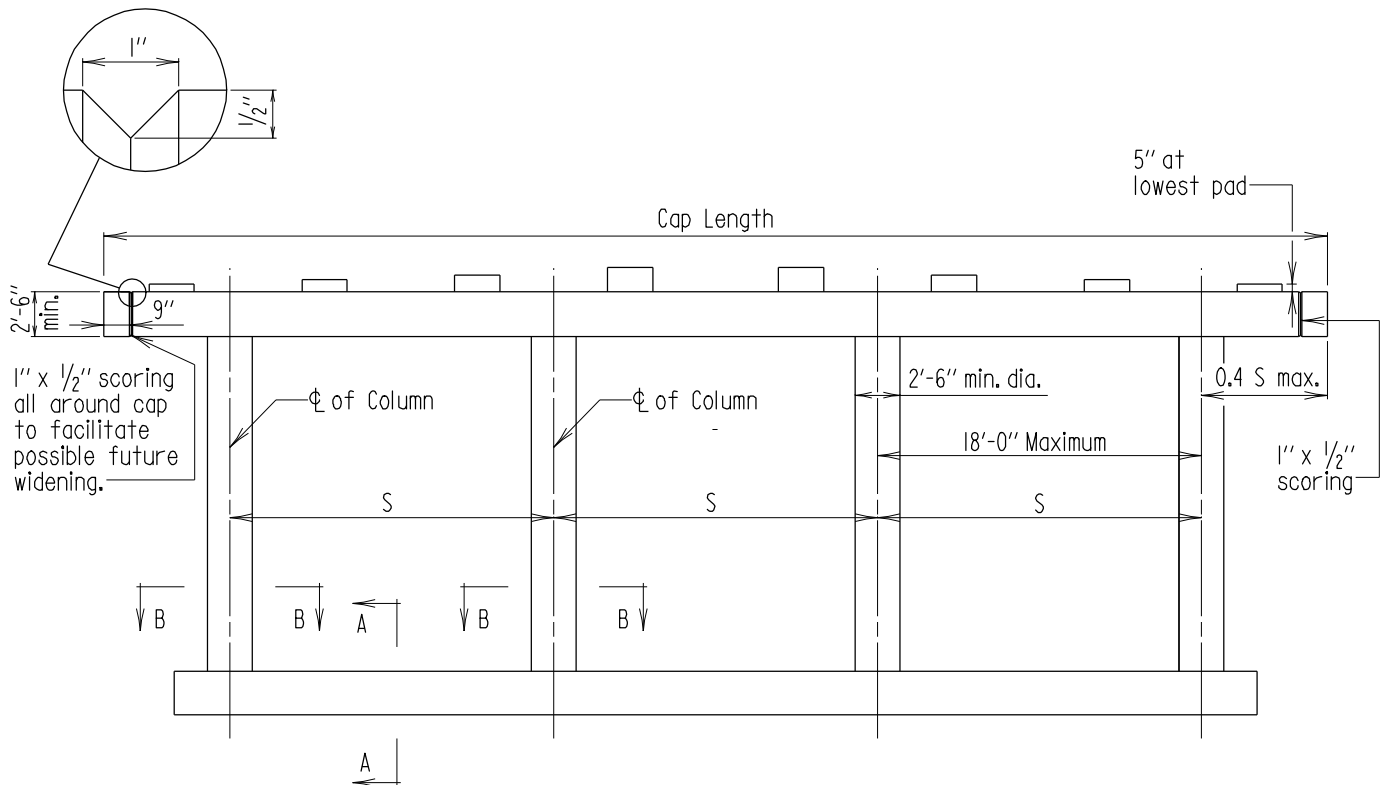


ALTERNATE CAP DETAIL

Scale: $\frac{3}{32}$ " = 1'-0"



ELEVATION

Scale: $\frac{3}{32}$ " = 1'-0"

* All main bars to be extended into this area so that the welded extension indicated on M(6.01)-75-12 can be utilized. Designer must keep in mind this might necessitate more steel than required for original design.

Note:

- Standard is for roadway widths and skew angle requiring a cap length between 50' and 68', measured along center line of pier.
- When bridge seat elevations are such that the height of any pad becomes greater than 1'-0" and the sloping of cap can eliminate or alleviate this condition then cap shall be sloped as indicated in "Alternate Cap Detail".
- For Section A-A and B-B see sheet 4 of 4.

FOR OFFICE USE ONLY

| APPROVAL | |
|------------------------------|----------|
| <i>E.S. Fisher</i> | DIRECTOR |
| OFFICE OF BRIDGE DEVELOPMENT | |
| DATE: 10/2/81 | |
| REVISIONS | |
| SHA | FHWA |
| 8-10-82 | . |
| 1-11-88 | . |
| 1-22-01 | . |
| 7-26-06 | . |

FHWA APPROVAL
DATE:

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF BRIDGE DEVELOPMENT

DESIGN CRITERIA FOR
TYPICAL REINFORCED CONCRETE PIER
(CAP LENGTH 50' - 68')

STANDARD NO. BR-SB(2.01)-81-125

SHEET 2 OF 4

SUBSTRUCTURE - PIER